The Cuban Question in His From the National Intelligencer

of the rights of the South, and as one whe in various civil trusts has been tathful in the discharge of his duties. In behalf of the citizens present he was walcomed with appropriate remarks by Capt. Wm. Estelle, to which he responded, referring chiefly to his connexion with the well known movements in the United States having for their object the liberation of Cuba.

Agreeably to previous notice Gen. Quitman delivered an address upon the Cuban question to a large assemblage of lacities and gentlemen at the Representative halices were considered to the states having for their object the liberation to a large assemblage of lacities and gentlemen at the Representative halices were considered to the states with much force and clearness the importance of the establishment of the independence of Cuba to the interests of the United States, treating it first as a national question, and secondly, as a question affecting the destiny of the slave States. He adverted to his connection with the federal administration touching the enterprise.

We will remark that, while a strong current of sympathy pervades this part of the country towards that expedition, there are few uninfluenced by presonal er partisan sonsiderations who are prepared to find fault with the action of President Pierce. An arrivent friend of the acquisition of Cuba, he selected as kinister to Spain Mr. Soule, with reference to that measure. While the warther expedition was in the process of formation—while circulars marked "confidential" were strang-ly enough flooding the country with elaborate details of the plans of the campaign—while the whole land almost literally resounded with the notes of preparation for the expedition; while all those things were in progress, a friend of the administration and of Ouban independence, Mr. Slidell, moved in the United States Senate the repeal of the mutrality law, with the express purpose of relieving the President from his awore obligation to enforce it against the expedition. The measure was warmly advecated by the

e enforce it.
ring section of the law of 1818 bears directly
t, and is quoted, that no misapprehension of

with whem the United States are at peace, every person so offending shall be deemed guility of high midelemeans, do. A second attempt was made by Senator Brown, of this State, to effect the repeal of this law, near the close of the second session of the last Congress; but it met with even less encouragement than the movement of Mr. Slidell. Therefore, if blame attaches to any branch of the government for the failure of the Caban expedition, (which we think is far from probable,) it belongs to the legislative or law making branch, not to the executive. The President is as much bound to execute the neutrality law as the fugitive slave law. He has no authority to consult his personal views in regard to the justice or prepriety of laws which are spread before him for his guidance on the statute books.

Gen. Quitman, in the course of his remarks, declared himself a democrat of the school of Jefferson, and authority distingtion in the course of his remarks, declared himself a democrat of the school of Jefferson, and authority and support the democratic party is the approaching and future contests. His address was instead to with marked attention, and its delivery was frequently interrupted by loud and prolonged applicate.

Affairs in Kansas.

[From the Washington Union, June 19.]

We publish below a series of papers in relation to the affairs in the Territory of Kansas. The letter of Governor Reeder to Commissioner Manypenny, and the reply to it, have already been made public by Governor Reeder; the other documents belong to the same question but are new published for the first time, copies having been obtained by us for this purpose from the propedepartments, and the publication of which seems required in order to prevent any misapprehension in regard to the true state of facts, which are of general interest and importance to the whole country. We take occasion to say that we see no cause to apprehend intercupto the true state of facts, which are of general interest and importance to the whole country. We take occasion to say that we see no cause to apprehend intercuption of the public peace in Kanasa unless its actual residents should be interfered with in the conduct of the public affairs of the Territory. If any persons have heretefore interfered, (which, in our mind, does not admit of doubt,) either to control the votes oy means of organized societies in other States, or actually to vote in the Territory without the lawful qualification of residence, or to overswe the qualified voters, such persons have perpetuated a gross wrong as against the rights and the interests of the bose fide settlers of Kansas, which deserves, and will receive, the reprobation of all right-minded men.

Governor Reeder, prior to his late visit to his former home in Pennsylvania, had officially canvassed the returns of the electors, and had given cartificates of election to some two-thirds of the members elect of the Territorial Council and House of Representatives, and had issued his preclamation for convening the Legislative Assembly at Pawnee City in July next, which will complete the organization of the Territorial government.

complete the organization of the Territorial government.

W. L. MARCY, ESQ., TO GOVERNOR REEDER.

DEPARTMENT OF STATE,

WASHINGTON, June 11, 1855. }

Sim—I am directed by the President to inform you that with the developments before him in reference to purchases of Kansas half-breed reservations made by you in the Territory of Kansas, and in which, as you state. Judges Johnston and Elmore, of the Supreme Court of the Territory, and Mr. Isama, the District Attorney, participated, and in reference also to other speculations by you in lands of the Territory, apparently in violation of acts of Dongress and of regulations of the department, he feels embarrassed to see how, consistently with his convictions of duty, he can allow the present official relation to the Territory of yourself or of either of the other gentlemen named to continue, unless the impressions which now rest upon his mind shall be removed by satisfactory explanations.

sions which now rest upon his mind shall be removed by satisfactory explanations.

The President will, however, be glad to receive and consider any explanations which you may desire to make in regard to the character and extent of the transactions above referred to, and particularly the matters spoken of in the letter of G. W. Clarks, Indian agent, dated May 8, 1855, and addressed to the Superintendent of Indian affairs for Kansas, a copy of which was forwarded to you at Easton on the 5th instant.

I am, sir, very respectfully, your obedient sevent, W. L. MARCY.

Hon. A. H. REEDER, care of John Cochrane, Surveyor, &c., city of New York.

GOV. REEDER TO W. L. MARCY. ESO.

dec, city of New York.

GOV. REEDER TO W. L. MARCY, ESQ.

New York, June 13, 1855.

Sin—Your letter of the 11th, postmarked the 12th, was handed me between the nand eleven o'clock last night, after I had made all my arrangements to leave fer Kansas at six o'clock this morning.

I could not remain at home to reply fully to the communication without gross neglect of my efficial duties, and it is equally clear that L'cannot give to the grave matters it contains the deliberate reply which they require while I am en vouce day and night. Nothing is left me, therefore, but to proceed to the Territory, and reply to your communication there. I wrote to the President yesterday from Easton, and must express my regret that your communication was not made at an earlier day.

Very respectfully, your obedient servant.

A. H. RESDER.

Hon. W. L. Marot, Secretary of State, Washington.

HOL. W. L. MARCY, Secretary of State, Washington.

ATTORNEY GENERAL CUSHING TO THE ATTORNEY AND ASSOCIATE JUSTICES OF KANSAS TERRITORY.

ATTORNEY GENERAL'S OFFICE, June 14, 1855.

SIR.—I am directed by the President to inform you that in a letter from Governor Reeder, of the Territory of Kansas, to the Commissioner of Indian Affairs to which his attention has been called by a letter of G. W. Clarke, Indian Agent, addressed to the Superintendent of Indian Affairs for Kansas, of the Sth ult., Governor Reeder makes the following observation regarding certain contracts for the purchase of lands of Kansas half-breed reserves:—

tracts for the purchase of lands of Kansas half-breed reserves:

These contracts were, for convanience sake, made in the name of Judge Johnston, although it was well understood that Judge Elmore, Colonel Isaacs and myself were equally interested."

These transactions being apparently in violation of acts of Congress and of regulations of the departments, the President feels embarransed to see how, consistently with his convictions of duty, be can allow the present of ficial relations to the Territory of yourself, or of sither of the other gentlemen named, to continue, unless the impressions which now rest upon his mind shall be removed by satisfactory explanations.

He will, however, be glad to receive and consider any explanation which you may desire to make in regard to the character and extent of the transactions in question. If have the honer to be, respectfully, C. CUSHING.

A LEGISLATIVE COACHMAN.—A gentleman of this city, a week or two since, was inquiring for a private ceachman. One who heard of the inquiry and offered his services in that capacity, mentioned as a recommendation that he "was a member of the late General Court." We were aware that that distinguished body had gained much reputation by riding inside of valicles, (for instance: in two emulsuses to Roxbury,) but we had not supposed that any one of its members had been in the habit of occupying an outside seat. As it was noterious that the car of state had of late been managed somewhat rectlessly, it was thought hardly eafe to trust one of its drivers with the guidance of a private carriage. The offer was therefore courtenant declined.—Botton Transcript.

A Steamer of Twenty-five Thousand Tent

[From Dickens' Househeld Words, May 26.]
The huge fabric erecting at the late of Dogs, (beltLenden,) as yet bears no resemblance to any inortine of craft. At a dis more the eye is unable to dete any particular proportions about it. A closs inspection
however, shows a line of uprights at each and whimark the shelving proportions of stem and stern, a
then one can perceive that the object before us is reaintended for a shim.

simple defects. At a dis most the eye is unable to detect any particular proportions of stem and sters, and then one can perceive that the object before us is really intended for a ship.

Standing on the backs of the river Thames, with a vast open space on one side and Greenwich Hespital on the other, it is not easy to form a just conception of this marine monster, which, for want of a better name, we call Levistham. It is being built by Sept. Russell it Company, from designs by Mr. Brunel, the engineer, where conception the entire fabric is. When we remain our readers that the Royal albert line-of battle ship, of one hundred and twenty guas, is something under four thousand tons, and about two hundred and twenty feet in length, and that the Simia and Himalays, at present the largest seamers afloat, are only three hundred and twenty feet in length, or thereabouts, they may form some idea of the proportions of thus Easters Staam Navigation Company's ship, when they are told that it will be six hundred and eighty feet in length and of twenty-five thousand tons burden: in other words, of more than six times the capacity of our largest meased war, and above double the length of the largest steamers affect.

Our readers will have frequently heard discussions as the relative merits of paddies and screws. In the Levistham the screw will be combined with the paddle, worked by engines nominally of two thousant six hundred horse power, but is reality capable of being worked up to ten thousand horse power. To guard against accidents at sea to machinery, and to prevent any detention from such a cause, the paddle wheels will not only be perfectly distinct from each other is their working, but each will be set is motion by several sets of machinery of superabundant power, so that at all times derangements or cleaning of one or two cylinders or solves will not interfere with the progress of the ship. Steam will be the sole propelling power, no canwass being contemplated in this vessel. In faing the great size of the Lavisham,

a sum sufficient to built and equip a steamer of two or three hundred toos.

In order to compensate for the great loss of weight caused by all this enormous consumption of fuel, and to maintain an equal immersion of the paddles, the coal will, to a certain extent, be replaced by water pumped into the water tight compartments forming the skin of the ship, and of which we shall presently have occasion to speak. In addition to this arrangement, the paddles have been so adjusted on the wheels as to be as efficient at ere draught of water as at another.

It is impossible to judge of the future finish or accommodation of such a gigantic ship as the Leviathan from the present state of the iron hull. Immense divisions of metal plates, reaching to an incredible height, with sub-compartments at right angles, appear to divide the monster fabric into a number of square and oblong spaces, each of which would centain an eight-roomed house of Camden Town build, or a semi-detached villa from Stockwell at forty pounds per annum.

sight-nomed house of cames fown build, or a semidetached villa from Stockwell at forty pounds per
annum.

We inspected a model of this ship in wood, and
could scarcely believe that the unsightly mass of iran
plates, rivets and joints, just beheld, could
by any possible ingenuity, be wrought inte
anything so beautifully symmetrical as the long
arrow-like little craft before us, tapering off
forward as sharply as a woodman's hatchet or
a Thames wherry. From that model we were eaabled to understand where the engines, coals, stores and
cargo would be placed, and moreover where the two
thousand first class passengers would be berthed in
their five hundred state cabins, and where the two thousand second class and steerage passengers would be
placed, without nearly as much crowding as in an
ordinary passenger or enigrant ship.

Large isdeed must that steemar be which can provide
a main deek saloen sixty feet in length, and ferty in
wioth, and fifteen feet in height, with a second class
saloon only twenty feet shorter, and a foot or two less
in height. The Leviathan has these, and they appear
but small compartments of the huge interier.

It would prove a fortunate circumstance for our military authorities, who are so much in want of steam
transports to the seat of war, if this monater ship were
ready for sea at the present moment. There are just
now two divisions of the French army of tea thousand
men each, ready to be conveyed to the scenes of their
future operations. The Leviathan, with just sufficient

ready for sea at the present moment. There are just now two divisions of the French army of ten thousand men each, ready to be conveyed to the scenes of their future operations. The Leviathan, with just smile interest fuel for so short a voyage, could take on board one of those divisions entire, with horses, fodder, artillery and ammunition; it could land those ten thousand men, with proper arrangements, in the Crimes, could return and carry the second of those small armies; and could arrive back at Marsellies for the second time within one month from her first starting.

It has been deemed an achievement worthy of mention to convey an entire regiment of light cavalry from Bombay to the Crimes, by way of the Red Sea and Egypt, in about two months. If the calculations as to the speed of the Leviathan are correct—which more learned heads than ours declare them to be—then the iron ship could have conveyed at least half a dozen regiments of cavalry from Bombay to Balaklava, by way of Cape of Good Hope and the Straits of Gibraltar, in two thirds of the time, and not much greater cost than was required for

from Bombay to Balaklava, by way of Cape of Good Hope and the Straits of Gibraitar, in two thirds of the time, and not much greater cost than was required for the one regiment conveyed through Egypt.

Had the old system of ship building still prevailed with regard to see, going steamers—had our ship relights worked on the wooden wall principle, instead of the plate and rivet method—we would never have possessed such noble steamships as are owned by our large commercial companies. Certain it is that the Levisthan could not have been built en the wooden system. The mightiest glasts of Indian forests, of fabulous ags, in counties numbers, would not have sufficed to produce a ship of half her size. Strength enough could not have been obtained with the most ponderous masses of timber-work, braced as they might have been with fron and copper, to have floated so mighty a load of cargo, machinery and living beings. Yet the moneter of which we are now speaking—so new in its various appliances of power, so wooderful in its unheard-of. capacity—is compassed of plates of iron less than one inch in thickness.

The secret of the great strength attained by this comparatively small amount of metal is in the peculiar structure of the hull. It is built throughout in distinct compariments, on the principle of the Rittannia Pubular Bridge, and when finished will be in fact a huge tubular ship. The principle of that structure need not here be dweit upon. It will suffice to explain that the whole of this vassel will be divided into ten bage water-tight compartments, by means of iron plate builtheads carried up to the upper deca, thereby exceeding far above the water line. In addition to this great affeguard against accident, the whole length of the ship, except where she tapers off at either end, is protected by a double skin of metal plating, the outer one being distant three feet from the interior. These double tubular sides are carried too far above the deepest water mark, and inasmuch as the traverse bulkheads extend to the oute

this with water water the calamities that can befal a vessel at sea is undoubtedly a fire. The iron water tight bulk beads would seem to defy that destructive element sufficiently; but, in order to make assurance doubly sure, the bulkers are experimenting with a view to employing only prepared uninfiammable wood for the interior fittings.

Before Hon. Judge McCarthy. A REWARD NOT SOUGHT POR-

JUNE 17 .- David R. Quick vs. John T. Harding .- This ras an action for assault and battery committed on de endant in plaintiff's shop last March. Defendant is fendant in plaintiff's shop last March. Defendant is a carver. Last winter a robbery was committed on his premiese, and a large quantity of tools taken from him. He subsequently offered a reward for their recovery. The plaintiff's brother, who is a machinat, was in a second hand store in the Bowery, and there say the goods. He gave the information to his brother, (plaintiff,) and told him to go and get the reward and tany would divide it. Plaintiff accordingly called on the defendant at his shop, and while there an alternation occurred, during which plaintiff got a pair of biack eyes and other injuries. The defendant insists that plaintiff was the aggressor, and got me more than he deserved, and that he (the defendant) was the injured party. The jury, however, thought different, and gave a varidat for \$200 to cover the plaintiff's eyes.

Judge Piram Warner has received the demo-semication for Congress in the Fourth district of gis, and Hon, John H. Lumpkin, in the Fifth.

The Hool Mr. Stanton, of Youne

TO THE EDITOR OF THE HERALD. New York, June 19, 1855. In your report of the speeches made last ovening at the "Know Nothing mass mesting" in the Park, I find the rame of the Hon. F. P. Stanton, of Tennesses, intreduced as one of the speakers upon that occasion.

I beg to state that the Hon. F. P. Stanton was

I beg to state that the Hon F. P. Stauton was at present at the "gathering is the Park" last evening, as consequently did not make the "Knew Nothing" speed unjustly attributed to him in your report, and further I take the liberty to express my firm bolief that the pittleal principles of Mr. Stratten are as remote from "Knew Nothingism," as was he himself from New Yor "Knew Nothingism," as was he himself from New Yor city at the time of the sfore-aid "gathering," as I as state, confidently, that sir. Stanton was not within the hundred and fifty miles of New York at the time the "Knew Nothing mass meeting" was being held in the Park.

Park.

New, Sir, as Mr. Stanton's personal and politic friend, I hasten to correct the error in your report which might otherwise inflict upon him great politic.

Theatres and Exhibitions.

ACADEMY OF MUSIC.—Thursday evering the Lagrang Opera troupe will give, for the last time, Bellini's grant opera of "Norms"—"Ladame La Grange (who is admired for her great vocal science) as Norma, Signora Cortini as Adalgies, Poille by Signor Mirate, and Orovso by Marini. If this cast cannot call together the lovers of splencid vocal ability, we know not what can. Those who love melody in its relies character, should go to the Academy during the few nights the La Grange company will appear.

Numola Games.

Academy during the few nights the La Grange compan will appear.

Ninc's Garden.—The third representation of Baifebeautiful opera, entitled the "Daughter of St. Mark, will be given this evening. To those who have been present at its first preduction, it is scarcely accessary that the first preduction will place describe the form of the most difficult of the first placed, even in the most difficult of the first placed, even in the most difficult to produce this opera effectively. Let the lavers of an aic testify the fact by extensive patronage.

BOWERY THEATER.—At the cost side of the city, who we of no place where an avening can be whiled away with more pleasure. Mr. Waldron is unticing in a exertions to place the old Bowery without competite it is the best and most properly regulated theaters at eastern side of the city. He has had the French as Spanish dancers performing there for the last fortnight endeavoring to afford everything of refinement for hydrona at a great expense, and he should receive his reserved. To night, R. Johnston's benefit takes place. Let him have a bumper.

BURTON'S THEATER—The benefit of an actor who one of the greatest favorities in New York, takes pice to night—Mr. G. Holland. Those who remember the

BURTON'S PHRATHE.—The benefit of an actor whome of the greatest favoritee in New York, takes; to night—Mr. G. Holland. Those who remember old 0lympic will not forget him. The piscoss selecte the cramae of "All That Glitters is Not Gold," Me Eddy, Ecland, Bland and Mrs. Frost in the leading racters; "Nipped in the Bud?" will follow, and amusements will close with the "Widow"s Vist Chaptrau and Miss Albertine in the principal parts.

Chapfrau and Miss Albertine in the principal parts.

WALLACK's THEATRY—The German Opera company will appear on Friday evening in Dosisetti's celebrate opera of "The Child of the Regiment," when Mad. D'or my, assisted by several artists of great vocal celebrity will appear and give, as they have aiready done in another place of amu ement in this city, a proof of theis splendid vocal science. No doubt the German community will sustain them by a patronage commensurate with their talent.

with their talest.

Wood's kinstrains are drawing full houses every night—a proof that negro ministrelsy is still in the ascendant "Black Blunders" is announced for this evening.

Buckley's SERENADIRA.—This company will leave for a short time after this week, is order to gain health if the provinces. They announce for this evening a bill of great attraction. The burleque opera of "Sonnam bula," with a great variety of vocal and instruments performances.

performances.

Findam's Misstrans.—Still the numbers will ge to so
the great buriesque "Baby Show," which will excit
more intrinsic amusement than the reality. Beside
there will be a performance of great variety, both voc
and instrumental.

there will be a performance of great variety, both vocal and instrumental.

METROPOLITAN THEATER.—The benefit of Miss Mary Agnes comes off to night. She is a young American actress, and it is hoped her frieseds will raily on the occasion. The pieces selected are "Much Ado About Nothing," in which Dyott, Howard, Norton, Miss Mary Agnes, Mrs. Sylvester and Miss E. Morant will appear. "The love Chase" will follow, with Dyott, Miss Mary Agnes and Mrs. Vernos will fill the principal characters.

Mrs. J. C. Froer announces her benefit for Thursday evening, at Burton's. Mrs. Frost is a young American actress of marked ability, and this is her first appeal to the public in her native city.

The OPERA IS BOSTON.—The LaGrange company gave "Norms," and the lant act of "Lucia" at the Boston theates on Monday. Herey went was taken. The concerts during the week were not pecuniarily successful.

JOHNSTON'S TRETHONIAL.—Remember this affair takes place to morrow evening, and that from the dramatic arrangements it will be a splendid affair.

IRADORA CLARKE, the American prima donna, will make

IRADORA CLARKS, the American prims doons, will mak a flying visit to Yonkers, where she will sing this even ing, by invitation of a committee of ladies and gentic men. She will be assisted by artists of vocal celebrity. CONTINENTAL HALL, CORNER OF EIGHTH AVENUE.—Saig wick and company give their enjertalament calle "Crotchets and Quavers," every evening this week.

THE FILIBUSTRING MAGNOLIA.—The yeare recently carried into Mobile by the outer McClellam for being concerned in filibustering, is a torfeit, under the revenue laws of the United States, with all the cargo—3,000 rifles, 1,800 Colt's revolvers, 1,000 poundared ammunition, a brass field battery, and a large quantity of other military stores. The 3d section of the act of April 20, 1818, provides that a vessel leavin a port of the United States, as she left New York, with a fraudulent clearance as to her cargo, and on such a errand as hers, shall, with her cargo, be forfeited, one half to go to the laformer; and those conserned with her are liable also to a fine of \$10,000. In this case we presume that the Assistant Secretary of the Treasury is presume that the Assistant Secretary of the Fressury is the party causing her to be taken into the custody of the revenue officers in the district of Mobile. It is not believed in this city that she was in the service of the Cuba Junta, as alleged; Nicaragus is thought, on very reasonable grounds, indeed, to have been her destina-

FINANCIAL AND COMMERCIAL

MONEY MARKET. TUESDAY, June 19-6 P. M. The stock market opened exceedingly busyant this morning. A very heavy amount of business was transacted, and the upward movement appears to gain strength as prices become inflated. At the first board Missouri 6's advanced & per cent; Cali fornia 7's, 1; Erie bonds, 1875, 1; Illinois Central Construction, 1; New York Central 7's, 1; Ohio Life and Trust, 4; Cumberland Coal, 4; New York Central Railroad, 2: Harlem, 2: Erie Railroad, 4: Reading Railroad, 1; Hudson Railroad 21; Michigan South ein, 2; Cleveland and Pittsburg, 42; Cleveland and Toledo, 1; Chicago and Rock Island, 2. There was quite an excitement to-day in New York Central stock. The large sales at anotion gave an impetus to the market, and prices were up above par. At vance. Erie and Reading were in demand to-day at better prices. Of the latter cash stock was plenty Hudson Railroad bas advanced rapidly within th past day or two. On Saturday there were sales at 39 per cent, and it sold to-day at 43 per cent. This rise has not brought out much stock. Western railroad stocks do not seem to make any panse their expansion. Cleveland and Pittsburg soid a few days since at forty-five per cent. Sales to-day were made at fifty-five. Even this enormous advance has not induced many holders to realize. Railroad bonds were freely taken to day at better prices. Il linois Central construction and free land, amount ing to \$160,000, sold at the first board at an advanof about three-quarters per cent all round. Most of the purchases were for cash. Erie, Hudson River and New York Central bonds composed other pur chases to-day, all at an advance. The speculative excitement existing at the Stock Exchange ha brought out some new stocks. We notice to-day i small sale of Brunswick City Land Company. Tos is, perraps, no railroad stock on the list possessing so wide a margin for an improvement as Erie, and we believe that a good portion of that margin wil be covered before many months. In view of its po sition and prospects it is unwarrantably depress It is at this moment selling for only about one hal as much as Central, and if there is in reality the difference in their value we have not yet been able

After the adjournment of the board this morn ing, the following bonds and stocks were sold at auction, by Simeon Draper, on account of the trustees of the late Utica and Schenectady Railroad Company:-

\$208,000 N.Y.Cen. RR subso'n 6's, int. added.86% a 87% 14,800 do. do. convert'e 7's, do. — a 101% 1,843 shares N.Y. Ces. RR. stock.....90% a 100 3-10 The following sales were made on account of whom it may concern, and to close an estate :-

Mr. Nicolay seld at anction, this morning, 29,938 hares of the capital stock of the Gold Hill Mining Company, forfeite! for non-payment of an assess ment of 73 cents per share levied thereon. They brought 74 cents to \$1 per share, subject to said

At the second board the market was bulyans, but not active. Illineis Central bonds advanced I per cent; New York Central bonds, 1; Erie bonds 1876, 2; New York Central B. R., 1; Chicage and Book Island, 14; Harlem, 4; Reading closed at prices current in the morning. The upward move-ment in many stocks has been too rapid, and a reaction will be the result before many days elapse.
The transactions at the Assistant Treasurer's of-

fine to-day, were as follows:-

 Paid on treasury account
 \$26,942
 15

 Received
 do
 70,105
 06

 Balance
 do
 2,324,908
 56

 Paid for assay office
 1,271
 67

 Paid on disbursing checks
 23,934
 56

The warrants entered at the Treasury Depart ment, Washington, on the 16th inst., were as fo

For the recomption of steek. \$14,016
For the Treasury Department 016
For the Interior Department 5,920
For the customs 10,933
War warrante received and entered 53,430
War repay warrants received and entered 4,235
Covered into the treasury from customs 4,664
Covering into treasury from misc. sources 1,149 The Bank of America has declared a semi-au

three and a half per cent; Michigan Southern Rail road, five per cent. The Michigan Southers Railroad Company earned in May \$270,970 74, sgainst \$228,377 80 for the same month last year, showing an increase of \$43,592,94 in the month this year.

nual dividend of four per cent; The Peoples' Bank,

The New York Central Railroad Company earned \$620,912 73 in May, this year, against \$510,820 88 for the corresponding mouth last, showing an increase of \$110,091 85. A larger per cent of the recelpts in May, this year, were from passengers, than

The rates for the transportation of freight or the New York Central Railroad have lately been greatly reduced, to prevent its going over rival routes, which have now become numerous and uncontrollable, but not enough to comply with the law limiting the dividends to ten per cent annually on the amount of capital actually expende in the construction of the same-which does not exceed fifteen millions of dollars-or to justify th authority given to the company to "take private property for the purposes of the road upon the payment of a fair compensation." "The eminent domain remains in the government, or in the aggregate body of the people in their sovereign capacity, and they can resume the possession of private pro-perty not only where the safety but also where the interest or convenience of the State is concerned. as where the land is wanted for a road, canal, or other public improvement." In consideration of the exercise of this right by railroad companies, and the grant of the franchise or privilege of making the road and taking tolls thereon, the publie become entitled to the use of it in transporting persons and property at equally reasonable and chesp rates, such as would keep the road in repair and pay the stockholders seven per cent dividend annually on the money actually invested by them and it is the duty of the Legislature to maintal and enforce this right. There can be no more equitable principle established than that which require railroad companies to do their business on such chean and accommodating terms that the benefit to the public, from the use of them, may be o sufficient importance to justify the resumption of the possession of private property, and granting the privilege of making the road and taking tolls

Vessels now convey large quantities of freight

through the Welland canal, to and from the ports of Rochester, Oswego, Sackett's Harbor and Cap Vincent, on Lake Outsrio, and Ogdensburg and other places on the river St. Lawrence, where there are railroads running to Beston, by way of the Ogdensburg and Northern, and the Montreal and Piattaburg Railroads, and New York by the Roches ter and Genesee Valley, and Syracuse and Bingham the Elmira and Williamsport Railroad: and from Lake Erie it is taken by the New York city, Buffalo Corning and New York, and New York and Eric railroads, to the city of New York. No compro mise or satisfactory or equitable arrangement of all those conflicting interests can possibly be permanently made, as the trade and commerce of the four most populous and wealthy cities in the Union are involved in the competition. The whole cost of all these railroads will sooner be sacrificed than un reasonable charges tolerated. Baltimore, Philadel phia, New York and Boston, the respective railroad companies, and the places where they terminate, as well as the people inhabiting the intermediate, and, occasion to use them, are vitally interested. The Erie canal can always, however, be made to regulate the rates on such freight as does not require speedy transportation, by reducing the tolls during about eight months of the year, which the Legislature will in future be compelled to do, from time to time by the competition of the above named railroad Reductions of canal tells have heretofore repeated; been made on account of the competition of th Baltimore and Ohio railroad, which has eight tun nels, altogether two miles in length, and many high grades, and the Pennsylvania canals and railroads which pass over the Alleghany mountains on high grades, where until recently there were four inclin ed planes, three half a mile each, and one thre quarters of a mile in length, on the east side and three on the west side, each half a mile in length, over which the railroad cars and cana! boat in sections on trucks, have until lately been hauled by stationary power, when a circultous railroad passing through tunnelling on which locomotive er gines are used, was substituted, the expense o which is little, if any, less than the inclined planes The range of the Alleghany mountains extends through the Northern and Middle States, from fifty to two handred miles in breadth, nearly parallel with the Atlantic, and from fifty to one hundred and thirty miles distant from it, affording no passage through it between Canada and the Tennessee river as level as the Mohawk valley. Previous to the completion of the Brie canal in 1825, a vast trade was carried on between Baltimore and Philadelphia and the West through Ohio on turnpike roads con necting with the National road, which afforded to them facilities the New Yorkers did not possess and the citizens of those places entertained great hopes from the extension of the National road beyond Cumberland until they were convinced that they could not compete with the low rates of freight on the Erie canal. And the reduced smount of the imports and exports and business of those cities subsequent to the above year, furnish unmistakable evidence of the diversion of the business of the West to the city of New York through the Erie canal, which has continued up to the present time. And the State of Pennsylvania has ever since been endeavoring to open commu nications by raffroads and canals over the moun tains to transport freight and passengers at the rates harged on the canals and railroads in the State of New York; but many millions of dollars have been secrificed in the business, and public works which cost the State over thirty millions of dollars, are now offered for sale at seven and shalf millions, with no prespect of getting a bayer, as the State has sunl many millions in the use of the same, and higher charges would materially lessen the trade now car ried on through those obannels, which is doubtless of sufficient benefit to the inhabitants individually to compensate for the incredible expense and loss of the State in constructing and managing the same. And now when the rivalry of that State no longer materially interferes with the business of the Car ral Railroad, the above mentioned roads, recently constructed within our own State, at much less con than the Central, which was originally so frail that the tracks were relaid after the pine rail and flat ber

The South Bay Steam Navigation Company, char-

had been used about six years, will each take away

a portion of its freight and passengers, at still more

tered by the Legislature at its late session, have opened their books in the villages upon the south side of Suffork county, Long Island, and about one-third of the capital stock has already been taken The books will close about the fourth of July. It The books will close about the fourth of July. It is the invention of the company to run a line of steam ers from West campton, Suffolk county, through the South Bay and the bosan to New York. It is thought the line will pay well, a there are forty miles of thickly populated country ampport it. If any citizens of New York wish to subdisease to the stock, it can be done within the specified time. Vail, of Islip, Suffolk county, and Austin : Patchogue, are the commissioners having charge of the broks. The capital will be divided into shares of twenty-five dollars each.

The annexed statement exhibits the gross and net earnings of the Philadelphia and Reading Railroad Company for the mouth of May, this year, compared with the corresponding month last year :PHILADELPHIA AND READING RAILROAD.

Net income for the months ... \$150 798 67 \$255,269 13 Do. previous five months ... 425,663 60 711 817 37 Net income six months \$596,449 27 \$977.086 50 According to this, the increase in not income during the first six months of the present fleed year amounts to \$390,637 23-equal to about sixty-six

The gross earnings of the Morris and Essay Ratt. road Company for the fiscal year ending May 31-1855, amounted to \$231,115 93, and the expenditures in the same time to \$125,172 98, showing a met income at the close of the year of \$105,942 95. Out of this, two semi-sunual dividends, amounting to \$57,876 69, and interest on debt, \$18,735 10, have been paid, leaving a balance of \$29,331 16, which

has been added to the contingent fund. The financial condition of the company, on the 1st inst., was as follows:-
 Dr.
 Cr.

 Construction
 \$613,156
 69
 Capital stock
 \$1,047,965
 00

 Real estate
 60,590
 68
 Inc. cap. str.
 108,800
 00

 Buildings
 37,565
 27
 Band trust's
 50,000
 60

 Engine
 91,502
 93
 school fund
 30,000
 60

 Cars
 83,759
 78
 Bends (1864)
 232,000
 60

 Inoidentals
 3,901
 79
 Bulls payable
 7,006
 60

 Machinery
 4,294
 28
 Unclaimed 41
 256
 66

 Exten
 10 Hack
 266
 66
 266
 66
 266
 66
 Machinery.... Exten. to Hack-559,767 98 Profit & less... Extens's wester
Hackettstewn
Connection with
N. J. Railroad
Wood & timber
N. York freight
building and
wharf...
Bills receivable 24,721 16 463 95 and cash.... 44,935 14 Total.....\$1,684,489 67 Total.....\$1,634,489 67 Bubscriptions to new stock to the amount of \$108,

000 have been taken to raise funds for the compl tion of the Hackettstown extension. No further steps have been taken to extend the road west of Hackettstown, and the directors think it inexpedient to do so at present. A resolution was adopted by the stockholders, requesting the directors, if they deem it expedient, to survey a route for a railroad from some point on

to the Delaware river, at or near Phillipsburg, and estimate the cost, &c. The total receipts of the Cleveland, Columbus and Cincinnati Railroad Company for the first five months of the present year, amounted to \$480,626 24, against \$456,859 08 for the same time last year. The expenses this year in the same time were \$205,552 67, being the net income of the company applicable to a dividend, at the close of the five months, \$275,

the Morris road, between Hackettstown and Dover.

073 57. Amount required to pay July dividend, year from sales of lands, rents, &:., \$48,574 81, which with the balance on hand June 1, 1854, make a total of \$69,810 62. The expenditures for the year ending May 31, 1855, were \$59,697 89, which left in the treasury June 1, 1855, \$10,112 73. During the year there has been added to the wharf property

2,142 front feet.

The Wabash Valley road will be opened ninetythree miles from Toledo to Fort Wayne on the 1st of July, and twenty five miles further in about ten days

The Lake Superior Journal speaks in strong terms of condemnation of the tricks to which Wall street and State street speculators have resorted to fleece the public by the sale of stocks of an imaginary value only, by means of false and exaggerated reinflation of the stock market by the arts best known to "operators," on 'Change. Though mining operations have thus been brought into discredit, it is yet invisted that there is a solid basis for confidence in well maraged mining companies; that there is no place in the known world where such rich and abundant deposits of copper and iron ore can be found as in the Lake Superior country; and that the success of several companies is even now astonishing, considering through what difficulties they have had to work their way. In the future everything is en

ecuraging.
The receipts of the Susquebauna and Tidewater Caual from the opening of navigation to the 10th inst., amount to \$74,170 67, against \$59,970 50 in the corresponding period last year, showing an increase of \$14,200 17-near 25 per cent.

We learn from the Pittsburg Gazette that the committee appointed to investigate the affairs and accounts of the Ohio and Pennsylvania Railroad Company, by the stockholders, at the meeting in January, have completed their labors, and published the result in pamphlet form. After spending about two months, and examining all the transac tions of the officers from the inception of the enter prise, the committee report that there is nothing affecting the bonor integrity and fidelity of any officer of the company, excepting the defalcation of the late treasurer.

The Park Fire Insurance Company have declar e semi annual dividend of five per cent. The returns of the banks of New Orleans for the

week ending June 9th, compared with those for the week previous, present the annexed result :--

 BANES OF NEW ORLEANS.

 June 2. June 9. Decrease.

 Specie
 7,886,601
 6,949,896
 437,206

 Circulation
 6,920,424
 6,810,449
 110,015

 Deposits
 11,814,723
 11,989,621
 726,101

 Short Leans
 14,192,024
 13,885,401
 309,683

 Exchange
 3,469,050
 5,038,619
 420,431

 Due Distant Banks
 1,581,006
 1,288,670
 292,331

 Long and Short Leans
 June 2
 \$21,100,337

 June 9
 20,864,923

The New Orleans Crescent of the 12th inst., says:

The New Orleans Crescent of the 12th inst., says:

The Bank report for the last week exhibits a great
decrease in some items. It will be observed in specie
there is a decrease of \$457,205; in circulation of \$110,015;
in deposits of \$725,101; in exchange of \$430,431; in
short leans of \$205,923; in distant balances of \$225,358.

The great decrease in deposits, nearly
of a million of sollars, is in some meaning the second of the second in the second

the State Gazette, at Austin, on cepting or rejecting the bill pas sion of Congress, on the subject He is decidedly in favor of acces bases his opinion less upon the the bill than upon its effect in rid its cent, and in disposing finally of bitherto interminable controversy. up, he says, to what the United have done, but it is the best that or could only be got after much exerts

Busk goes even further in private conver understand, than he deems it prudent to express himself in his public address. It is reported of his that he plainly tells Texas that if the State refuse or negle to to accept the provisions of the pendis that Congress will make direct approp of the money; and as such a course would and proper, we can scarcely question such a rem Seven ne v banks were chartered by the Legisla

ture of Rhode Island, during the eight days' see just closed, v.z.—
Tae Bank of the Republic, in Providence; the Slater
Bank, is North Providence; the Bowamset Bank, is WerBank, in Hopkiston; the North Kingstows; the Assaway Bank, in Hepkiston; the Tiverton Bank, in Trevton;
La addition to this augmentation of bank capital, two
banks in Province—the American Bank and the Bank
of Commerce—wer, the Bank and the Bank

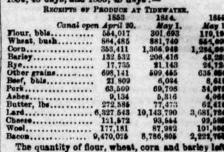
The returns of the banks of South Carolina. the month of May, give the following exhibit:

Capital stock, \$14,927.213; bills in circulation, \$6,767,287; set profits on hand, \$1,665,990; cash deposited and other moneys not enumerated, \$3,290,300; specia, \$4,382 238; notice discounted on personal security, \$16,570,788; domestic exchange, \$5,205,674; heads, \$1,307,860; stock, \$7,542,731; suspended debt and debt in suri, \$2,248,428.

in suit, \$2,246,428.
In capital stock there has been an increase of \$35,000, in circulation there has been a decrease of \$184,000; in not profits there has been an increase of \$92,004, and in deposits, &c., a decrease of \$240,000; in specie a decrease of \$160,000; in notes discounted on personal security an increase of \$180,000, and in demestic exchange a decrease of \$500,000.

The following table shows the quantity of some

of the principal articles of produce left at tidewat from the commencement of navigation to the 144 of June, inclusive, during the years 1853, 55 days 1854, 45 days, and 1855, 45 days :-



The quantity of flour, wheat, corn and barley left at tidewater, during the second week in June, in the years 1854 and 1855, was as follows:-

Flour, bbls. Wheat, bu. Corn, bu. Barley, bu. 1854.... 87, 503 383,144 145,769 16,534 1855.... 40,204 120,934 434,052 5,165 Dec ... 47,302 Dec.262,210 Inc.200,283 Dec. 5,600 The aggregate quantity of the same articles left at tidewater from the commencement of unvigation to the 14th of June, inclusive, during the years 1864

and 1865, was as follows:-Flour, bbls. Wheat, bu. Corn, bu. Ba 1864....301,603 881,740 1,366,948 1865....179,194 656,995 1,284,065 Dec ... 122,499 Pec,325,645 Dec 82,883 Dec.163,184 The aggregate quantity of the same articles left at tidewater from the commencement of naviga-1853 and 1855, was as follows:-

Flour, bbls. Wheat, bu. Corn, bu. 1863....564,017 864,485 352,411 1856....179,194 856,095 1,284,085 Dec. ... 374,823 Dec. 308,390 Inc. 931,654 Dec. ... 89,250 By reducing the wheat to flour, the quantity of the latter left at tidewater this year, compared

with the corresponding period of last year, shows a decrease of 187,628 barrels of flour.

10% 100 do ... 300 d2 112% 125 do ... 42 112% 125 do ... 42 20% 0 M. S. & N. Ia. RR 107 29% 100 do ... 107; 20% 140 M. S. & N. Ia Con. 100 20% 100 Panama RR. 515 103 14 do 75 do 10 Cleva Tolede RR

\$30000 Ind StateFives 85 | 20 Chic'oker Lerb 3 96 | 15000 Ill Cen RR Bds 83 | 20 do. 189 | 20 do

CITY TRADE REPORT Ashes. -- Small sales pots were made at 6%0.,

ASHER.—Small sales pots were made at 0½c., and pearls at 6c.

BREADSTUFFS.—Flour.—The sales embraced about 8,606 a 9,000 bbis, including common to good State, at \$3 75 a \$9 25, and Western do. do., at \$9 a \$9 75, and \$11 a \$13 for extra Genese. Canadian (abect 1,000 a 1,200 bbis) were sold at \$10 a \$11. Southern was easier. Sales 900 a 1,000 bbis at \$10 62 a \$11 25 for common to good, and \$11 \$7 a \$12 for favor and extra. Rye flour.—200 a 300 bbis. were sold at \$3 25 a \$9. Corn meal was mominal at \$5 06 a \$5 12% few Jersey. Wheat.—There was more doing, and the market was rather firmer; 3,000 bushels prime white Canadian sold at \$2.50, and \$5,000 do. Upper Lake at \$2.05. Rye was steady, with small sales at \$1.75. Corn was in reduced supply, and the market firmer, which checked sales. The transactions embraced about 25,000 a 30,000 bushels western mixed at \$1 a \$1.02. No sales of white-or yellow were reported. Onts were quiet at 500. a \$8c.

bushels Western mixed at \$1 a \$1 02. No sales of white or yellow were reported. Onto were quiet at 50c. a 58c. for fatab and Western.

Correx.—The sales embraced 100 bags Rio, at 10%c., and 106 to 200 mate Java, at 14%c., and Jamaica at p. t. Corrox.—There was some better feeling in the market, with more doing. The sales footed up about \$,000 a 4,000 bales, at steady prices.

Francura.—To Liverpool, about 20,000 bushels of corn were engaged to ship's bags at 5%d. a 6d. 70 balos see island cotton at 5-16d. For square bales 3-1 was saked; and 100 bble. oil were engaged at 176 There.